

Q. 3. Why do we need to study the history of the world?

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1. [redacted] the 1952 drifter-building program, a reparations order, would be fulfilled at the Neptunwerft, Rostock, as 31 of the total of 54 drifters of the program have already been delivered to the USSR. Six salvage vessels are under construction on Soviet reparations account. The WALDEMAR KOPHAMEL, a former German submarine tender, whose aft section was entirely destroyed, was cut in two. Her four MAN-engines were sent to the Maschinenfabrik Buckau-Wolf in Magdeburg (Karl Liebknecht Works) for overhaul. The mass production of 3,000-ton merchant vessels at the Neptunwerft has progressed to the point where the first vessel of the batch will presumably be delivered to the USSR by September 1952.¹
2. The S.S. MUDYUG was delivered to the USSR by the Warnow-Werft Warnemuende. The Russians gave the order that the YURI DOLGORUKI be converted to a floating whale factory, after reconstruction work on the large passenger ships SOVIETSKI SOYUZ, formerly the HANSA, and YURI DOLGORUKI, formerly the HAMBURG, had progressed. Because of the lack of rolled construction material, work on the type-IV merchant vessel of 9,500 tons capacity deadweight was discontinued. Actually, only one ship of this type had been laid on the stocks.²
3. [redacted] this discontinuation of the construction of merchant vessels was long expected and [redacted] actually the merchant ship building program in East Germany had served only to justify the expansion of the shipyards in Wismar and Warnemuende. After the completion of the large building slips, these shipyards were to carry out reparations orders. Thus the Warnow-Werft received an order on reparations account for the mass production of passenger river vessels, 65 meters long, as its 1953 delivery quota.
4. On 31 July 1952, the KOOPERATSIA was turned over to the Russians by the Mathias Thesen Werft in Wismar. The Soviet state-owned ship POBEDA of about 10,000 tons had been delivered previously. Owing to the lack of rolled material, the new shipbuilding section of the shipyard could only lay the keels of the first two ships of type-I merchant vessels, which have 1,300 tons deadweight capacity. They had been ordered by the Directorate General, Shipping. There is no prospect of obtaining the rolled material for this order in the foreseeable future. The Mathias Thesen Werft received orders on reparations account for the construction of three-deck passenger ships, 95 meters long, for traffic on the Volga-Don waterways. The construction of these vessels has not begun, as the shipyard has

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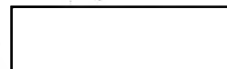
not yet been furnished with the building plans by the Berlin Design Office.

5. The construction of 31 drifters by the Volkswerft Stralsund under the 1952 reparations order, will presumably be possible. By now, 14 drifters of the annual program have been delivered. Six motor minesweepers for the Sea Police are also under construction on orders of the Bureau fuer Wirtschaftsfragen (Office for Economic Problems). The delivery date for these six minesweepers, originally set for 1952, probably cannot be met because of the lack of material and equipment including the two diesel engines, each of 1,400 hp, transmission gears, screw shafts, fittings and the electrical equipment. The yard was unable to deliver one of the 12 trawlers of the 1952 program. The hulls of two vessels are completed, but the 1,000 hp main engines could not be fitted in, as the crankshafts were not available. The engines are being built by the BKM Coerlitz. The 1953 quota for the Volkswerft includes 22 drifters, 7 trawlers, 11 minesweepers and 10 whalers for the Yuri Dolgoruki whale fleet.³
6. The Peenewerft Wolgast is under the orders of the Sea Police. The hull of a fishery inspection vessel, built in Denmark during the war, is being fitted out as a naval vessel for the Sea Police. She was named the Wismar. A former German naval tender under conversion for the Sea Police was named the Dorsch. In addition the Peenewerft, which is still under construction, has received from the Volkswerft Stralsund sub-contract orders for section parts for the construction of six minesweepers.
7. The orders on 1952 reparations account placed with the Elbwerft Boizenburg included the construction of 31 refrigerator drifters. The Elbwerft will be able to meet this annual program, as 16 drifters have already been delivered. The exterior of the refrigerator drifters does not differ from the conventional type built by the shipyards Volkswerft Stralsund and Schiffswerft Hesselau. At the Elbwerft only the hulls of the vessels are built, they are completed in Stralsund as the completed vessels could not be hauled to the coast through the canal system.
8. The 1952 production program of the Schiffswerft Hesselau includes the construction of nine drifters on reparations account. Other reparations program items include four inland waterway tank barges and eight motor cargo vessels, 45 meters long. These vessels are intended for traffic on the Volga-Rhon waterway system. It will be possible to fulfill the reparations program of the shipyard.
9. The 1952 production program of the Thaelmann Werft in Brandenburg includes 12 searching tugs on reparations account, five of which have already been delivered to the U.S.S.R. Six minnaces for the Sea Police were built by order of the Office for Economic Problems.
10. A reparations order for the construction of some pontoons for 15-ton floating cranes was placed with the Uebigau Shipyard.
11. Items constituting the principal shipbuilding bottlenecks in East Germany include steel plates, seamless tubes, frame sections of various dimensions, electric motors requiring copper, welding electrodes, rize covers of 1,000hp and more, steel cast fittings, and all kinds of steel cast and forged parts, particularly propeller shafts, crankshafts, stern tubes and thrust bearings. All these bottlenecks are so serious that interministerial decisions are necessary for the allotment of even the smallest quantities and units.

1. Comment. According to another report the aft and forward sections of the Waldemar Kophamel were reassembled in early July 1952. All cabins were removed because the interior of the ship was to be rearranged by the Russians. In late July 1952, work on the ship was done in two shifts, each comprising 40 workmen.

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2. [] Comment. The intended conversion of the Yuri Dolgoruki to a whale factory has also been reported. [] According to one of the reports, the Russians demanded space for an additional cargo of 10,000 tons of oil. However, the management of the shipyard believed that only an additional load of 10,300 tons of oil was possible if a draft of 8.65 meters, which the Russians demanded, was to be maintained. The discontinuation of the construction of the new type-IV vessels has been previously reported. According to an unconfirmed report, the double-bottom, which had been laid on the stocks, was broken up.

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3. [] Comment. The report saying that no trawlers have been completed as yet was a mistake. At least one trawler, [] was delivered to the VEB Hochseefischerei (Union of Nationalized Deep Sea Fisheries) in Rostock-Marlenehe.

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